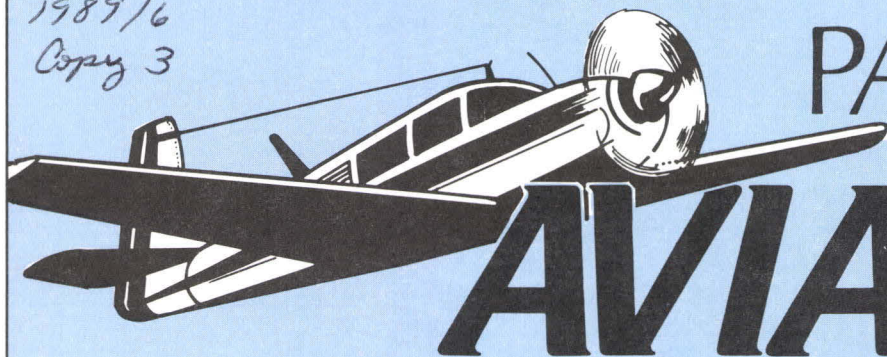


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PALMETTO

AVIATION

Volume 41, Number 6

Published by the S.C. Aeronautics Commission

June, 1989

Rock Hill Develops a Plan for the Future

Complimenting, Not Competing with Charlotte

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Cities and counties usually look toward the next decade to provide clues for planning, but the city of Rock Hill looked at themselves.

During their most recent meeting S.C. Aeronautics Commissioners listened intently as Rock Hill officials presented their plans for the future.

"The role Rock Hill plays in South Carolina's growth is imperative," said Rock Hill City Manager Joe Lanford at the May commission meeting.

"We sought to develop a strategic plan for Rock Hill that compliments Charlotte," Lanford added.

Armed with the best leaders in the metropolitan area, Rock Hill took on the task of developing a master plan for themselves. But

Rock Hill
Mayor Betty Jo
Rhea greets
Aeronautics
Commissioner
Curtis Graves
before the
commission
meeting at
City Hall.



instead of keeping a particular budget and time frame in mind, leaders were instructed to list improvements regardless of price. What resulted was a comprehensive plan to develop and improve the city dramatically. named "Empowering the Vision".

The "Empowering the Vision"

plan is segmented into six primary themes. City officials hope Rock Hill will be known and promoted as: an educational city, a business city, a cultural city, a garden city, an historical city and a functional city.

These themes are echoed and repeated in slick, full-color brochures, fliers and annual reports for attention getting results.

The city isn't the only area targetted for growth and development.

"Airports are getting top priority in this," said Curt Bramblett, project manager for the City of Rock Hill.

"Our airport will carry though this same theme of Empowering the Vision," added Bramblett during the commission meeting.

See Rock Hill's Plan, Page 6

Recreational Pilots License Gets Go Ahead

A recreational pilot's certificate established by the Federal Aviation Administration may affect many South Carolinian pilots by encouraging as many as 7,000 new student pilot starts annually.

According to the Federal Register, Vol. 54, No. 59, the recreational pilot's certificate is "in-

tended to provide a lower cost alternative to the private pilot certificate by requiring less training than is currently required for private pilot certification."

In addition, the publication states that the recreational pilot's certificate is for those interested in

See Recreational, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Fly-ins and Air Shows Dominate the Skies

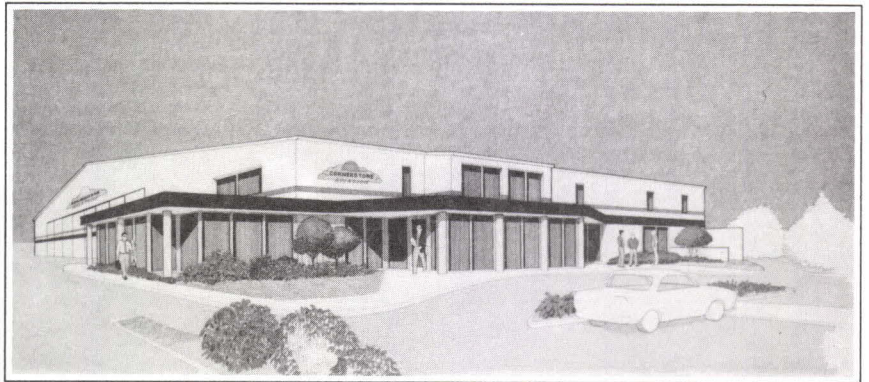
This month take time to attend some of the state's air shows and fly-ins. Just some of note are the Southeastern Aeronca Fly-In and Shawfest. Both events will provide you and your family good, wholesome entertainment, lots of thrills, good food and air show mementos.

Shawfest is slated for June 10 at Shaw Air Force Base in Sumter and will feature military demonstrations and displays, including F-16

Fighting Falcons, and an RF-4C Phantom II.

The Aeronca Fly-In scheduled for June 16-18 at Woodward Field promises to be full of brightly-painted Aeroncas, antique aircraft and aviation historians.

But no matter how you plan your vacation, go to air shows and fly-ins. You'll get to see some beautiful aircraft and have lots of fun all at the same time.



Cornerstone Aviation Begins Construction & Remodeling

Cornerstone Aviation, Inc., a fixed based operation at the Greenville Downtown Airport has announced a \$500,000 construction program to remodel two existing hangars and construct a new fuel storage facility.

One of the remodeled hangars will be used exclusively for corporate flight crews needing a separate passenger lobby, flight crew offices, and heated hangar space for aircraft storage.

"When completed in Mid-May, this corporate hangar will be one of the nicest in the southeast," said Cornerstone Aviation President, Larry Jackson, "and it will further enhance our efforts to bring addi-

tional corporate aircraft to the Downtown Airport."

According to a press release, one other hangar is now being remodeled so that Cornerstone's Maintenance Operation, a full line Piper Service Center, will have more room to operate.

Cornerstone's Maintenance Operation is an FAA repair station, and the mechanics are factory trained to work on single engines through corporate jets.

As part of the construction program, a new fuel storage facility is being built to comply with the new EPA regulations.

All construction projects are expected to be completed by June 1.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 739-5400.

SCAC Commissioners

Approve Airport Improvements

One helicopter landing pad funded

Over \$5.2 million in total funding grants were approved by the South Carolina Aeronautics Commission at its monthly meeting in Rock Hill.

The following airports received funding for projects from the South Carolina Aeronautics Commission: Greenwood County Airport, Myrtle Beach Jetport, Columbia-Owens Downtown Airport, Richland Memorial Hospital and Woodward Field.

The state Aeronautics Commission held the regular monthly meeting in Rock Hill at City Hall where commissioners today approved \$332,665 for airport projects.

When completed, these projects will generate over \$5.2 million in total funding costs when combined with federal grants and local and state aid.

Commission Vice Chairman Jim Hamilton of Columbia announced the following allocations:

• **Woodward Field (Kershaw County)** — \$8,920.50 for replacing old non-directional beacons with a NDB transmitter;

• **Myrtle Beach Jetport** —

\$256,562 approved for strengthening runway 17/35;

• **Richland Memorial Hospital** — \$17,149 granted for helicopter landing pad constructed on hospital grounds;

• **Columbia-Owens Downtown Airport** — \$45,745 granted for constructing 400 ft. full strength runway stopways (overruns) on each runway;

• **Greenwood County Airport** — \$4,288.55 was approved for rehabilitating and restoring pavement, which was installed in the early 1940's;

The Myrtle Beach Jetport project was funded with five percent local and state money and 90 percent with funds from the Federal Aviation Administration.

The funding for the remaining projects was from 50 percent state and 50 percent local sponsor sources.

In addition to usual department reports, the Commission also heard reports on the statewide helipad and beacon systems, the 1989 Airports Conference and a presentation on Rock Hill's future plans, "Empowering the Vision."

Contaminated Oil is a Problem That's Easily Solved

When changing your oil, caution should be the rule not to contaminate your oil system.

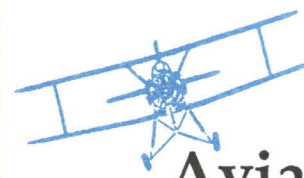
The oil cap seals used on new plastic bottles have also presented some problems that the old ones did not. There are reports of seals sticking to the oil container. This may mean that plastic seals may be introduced into the oil systems.

The plastic type seals are not the only culprits in oil contamination, foil seals are a problem, too.

Before pouring oil from a container with a foil-type seal, the ENTIRE seal should be removed. Never puncture and pour.

Use of a funnel with a screen is the best method to avoid oil contamination. If your funnel does not have a screen, you can use a paint filter.

One leading oil manufacturer has recognized this as a potential problem and is working on a new seal to alleviate this situation.



Aviation Calendar

June 10

Shawfest '89

Shaw AFB

Sumter, SC

June 11

Breakfast Club

Bamberg Airport

June 12-18

Confederate Air Force

WWII B-29 and B-24

On Display

Conerstone Aviation

Greenville Downtown

June 16-18

Southeast Aeronca Fly-In

Breakfast Club

Camden

June 19-20

SC Ag. Aviation Assn.

Calibration Fly-In

Wayside Farms

Bishopville, SC

June 22-23

SCAA

Calibration Fly-In

Barnwell County Airport

June 25

Breakfast Club

Dabbs Field

Sumter County

July 9

Breakfast Club

Darlington County

July 12-16

Lawyer-Pilots Association

The Grand Hotel

Mackinac Island, Mich.

July 16

Breakfast Club

Shaw Field (Special)

July 23

Breakfast Club

Anderson Airport



Warbirds:

A Society For the Very Special

Fun loving and full of life are ways to describe Warbirds. But no matter what words you try to tack on them one thing is certain: Warbirds are very special.

They are devoted to their varied aircraft and memories of flying in America's wars and conflicts.

The Warbirds of America, Spartanburg Chapter held their annual scramble at the Spartanburg Downtown Airport recently for fellowship, gossip and reminiscing. The two-day meeting featured a 'real Carolina barbecue', vintage aircraft display and a fly-in compete with an F-16 from Shaw Air Force Base and an F-14 from McEntire ANG.

Many Warbirds enjoy owning and piloting rebuilt aircraft from their war duties. One owner/pilot is Dick Dieter, a Southbend, Indiana podiatrist, who has refurbished a T-28 A Model, circa 1949.

"I bought it in Atlanta in 1973, and it had been abandoned," said Dieter, who was proud of his well-polished aircraft.

"When I got it, it had about 890 on the airframe and I've put over 1800 hours on since then," said the Indiana podiatrist, who often takes his wife, Jeannie, along.

Dieter admitted he loves to travel, "I go anywhere they'll buy my gas from Florida on up. But in winter I usually put the plane to bed from November to March."



Dick Dieter proudly displays his T-28 A Model at the Scramble.

Bill Brittain from Spartanburg was also on hand to display his half-sized model of a P-51.

Brittain flew a P-51 similar to the scaled model he built. "Of course, the one I flew in World War II was built in the 1940's."

Brittain is still awaiting FAA approval, so he can fly his war plane which is built from wood with fiberglass exterior. Brittain explained that he began building a P-51 from scratch, but he had heard of someone building one in Seattle, Washington. Brittain flew to Seattle and bought the other unfinished P-51. "We had to disassemble it and it flew by rail car across the United States," said the dry-witted Brittain. "I guess I've done about 55 to 60 percent of the work on it."

Brittain is like most Warbirds, in addition to a P-51, he has flown

many aircraft such as, a P-40, P-47, P-63, an AT-6, a BT-13, a PT-19 and a C-45.

The Warbirds' Spartanburg Chapter was formed over 18 years ago, as Bill Brittain remembers, "When Hubert Hendrix, myself and Al Willis were sitting at the Piedmont Club one day and found out that Hubert had flown 51's in the War, Willis had flown various aircraft and I had flown, too."

But as some organizations do, in coming years, had some slumps.

Bill Hope, a member of the Warbirds and an organizer of the Scramble, added, "We were all dying off. You know we're not getting any younger. We knew that we ought to re-activate the Warbirds so we could get together as long as we could."

"In 1987, we held a hangar party with two AT's, a T-34 and a whiskey keg...and, oh, some 'air raid yellow'," said Hope. "Last year we were incorporated with the Secretary of State's Office."

Attendance at all Warbirds functions are up too, added Hope. Last year they served over 200 plates of barbecue and this year's attendance should top last years.

With over 5500 Warbirds of America around the U.S., it should not surprise you to know that they think of themselves as a close-knit, fun-loving group.

"Oh, we're just a bunch of hell-raisers," interjected Dick Dieter.

"I know the hotel we're staying at will be glad to see us go until next year," said Jeannie, Dieter's wife.

But the comment that summed up what being a Warbird is all about came from Bill Hope who said, "We get together, talk about things, drink a little 'air raid yellow' and re-fight the war. And the war gets bigger and better each year."



Bill Brittain explains the finer points of his home-built scaled model of a P-51. Brittain once flew P-51's in WWII.

The Civil Air Patrol

Cadets Speak Out at Speak-Off

Everyone does it. And sometimes you do it without thinking about it first.

What is it? Why, talking, Of course.

The South Carolina Wing of the Civil Air Patrol recently held its annual Speak-Off bringing out the best and brightest public speakers.

Many cadets competed in the Wing contest in March. But the winner of the Wing contest got a chance to compete in an even bigger contest of skill at the Middle East Region Speak-Off in Charlotte.

Competitors were judged on

basic public speaking skills in the Impromptu category. During this event, contestants were given a topic and one minute to prepare a three to five-minute speech.

A group of judges from Toastmasters, a nationally known public speaking organization, graded the contestants according to the rules of the Toastmasters organization.

Cadet Steven L. Senf of the Lexington Composite Squadron was the winner in the S.C. Wing competition. Cadet Senf went on to compete in the Middle East Region Speak-Off held in Charlotte at the

end of April.

Cadet Senf placed second in the Middle East Region Speak-Off.

Steve's subject during the Wing competition was "What Does CAP Mean to Me?."

Cadet Senf is a Senior at Lexington High School and will enter the United States Air Force in August. He is the Cadet Commander of the Lexington Squadron and has received the Billy Mitchell Award. In addition, Senf will receive the Earhart Award in August. He is the son of Mr. and Mrs. Duane Senf of Lexington, S.C.

Always Vigilant

The Civil Air Patrol is always vigilant. And with this vigilance comes preparation, organization and practice.

Part of this preparation is participating in the Search and Rescue Competition. One Middle East Region competition held recently was in Fort Pickett, VA in which the SC Wing participated.

The competition is held annually to determine the best wing in the Middle East Region for further competition on a national level.

The Middle East Region is comprised of seven wings: West Virginia, Maryland, Delaware, Virginia, North Carolina, South Carolina and the District of Colum-

bia.

The SC Wing takes its role in the CAP seriously and takes this competition very seriously, as it reflects on our jobs in Search and Rescue Missions.

The competition determines the best team in each of three categories: Aircrew, Ground Team and Mission Coordinator Staff. Also, an overall winner will be announced.

The evaluations are similar to a graded search and rescue from the Air Force. The Air Force Middle East Region Liaison staff hosted the MER SAR competition and also as the evaluators.

The overall winner of this year's competition was the Na-



CAP Calendar

June 17 - Wing Workday
June 24 - Observer Training
July 2 -8 - Regional Staff College
July 9 - Commanders Call
July 15 - CAP/FAA check pilot standardization
July 16 - Wing Workday
July 23-29 -Encampment Charleston AFB

tional Capital Wing. This year's winner will also be eligible to compete in the National Search and Rescue Competition held in Whiteman AFB, MO.

Some SC Wing members who attended the competition were: LTC's Amanda Anderson, William Bell, Howell Jeffords, MAJ Cordy Williamson, Capts. James Barnard, E. Joseph Dalfume, Jr., Jerry A. George, 1Lt. Delores Rucker, and SM Roger Rucker.

Rock Hill's Plan Is Tailor-made

Continued from Page 1

"We had the first designated reliever airport for Charlotte Douglas Airport and the 19th largest airport hub in the county," bragged Bramblett.

Among additions and improvements to Rock Hill's Bryant Field are the acquisition of 50 acres of land, a parallel taxiway, maintenance on the southern end, taxiway lighting, runway lighting and improved safety and capacity with better clear zones, according to Bramblett.

But their Airport Industrial Park is what they are proudest of. Already the industrial park has businesses locating there with ready access to the airport taxiway and an outside access road.

But for Rock Hill future projects are the key to successful growth.

As for future projects, Bramblett said, "We would like to see the completion of acquisition of clear zones and a property purchase."

"Of course, we need to fence in the air field, attract aviation-related businesses in the airport industrial park, have a new FBO, a new terminal building and participate in the Aeronautics Commission's beacon up grade program."

After the presentation and tour of the newly built City Hall, commissioners and staff were treated with a glimpse of what "Empowering the Vision" truly means to Rock Hillians.

At the Belk Center, engineers, planners and artists have put their thoughts, dreams and plans together to make an impressive display of what Rock Hill may one day become. Using topographic maps, and three dimensional color displays, the whole city is mapped out with tiny trees, newly paved streets, shiny buildings and renovated houses.

Under the "Empowering the Vision" proposals the city's Town

Center Mall, now dark and closed-in, would be used as an airy cultural center with active work stations, inexpensive studio space, and retail spaces to encourage activity.

But no matter what plans are made or what fancy names are ascribed to them, Rock Hill is a city on the move ready to tackle the business of developing and improving itself by looking after itself.

John Grant (above) and Curt Bramblett (right) show SCAC staff and commissioners displays about the city's future plans.



Recreational Pilots License: Is It Right for You?

Continued from Page 1

"flying basic, experimental, or home-built aircraft in close proximity to a home airport while in airspace in which communication with air traffic control facilities are not required."

Hangargram, another FAA publication, emphasized that the new certificate is intended for those flying within 50 NM of the home airport and flying day, VFR.

The new certificate establishes an annual flight review for non-instrument-rated private pilots with fewer than 400 flight hours.

Pilots who opt to apply for this "entry level" license should be aware that it requires 15 hours dual and 15 hours solo; a third class medical certificate; an annual flight review until accruing 400 hours and flight instructor endorsement.

While this certificate may en-

courage more people to learn to fly, it also emphasizes safety by requiring pilot applicants to take intensive training in basic flying skills, like take-offs and landings, stalls and pilotage.

As in most FAA certificates there are many restrictions that will apply to the recreational pilot. For instance, they are limited to flight within in 50 NM from home airport at which ground and flight instruction have been received. Pilots must carry their logbook with endorsement; A 3 SM visibility and visual reference with the ground at all times. Pilots may not fly at night and may not enter airspace that requires communications with ATC.

This new license may be for you. If so, then contact your nearest FAA FSDO office for more details.

FYI From the FAA

Questions Answered by the Experts

Questions range from new terminal buildings to deer fences.

This completes the FAA Listening Session held during the 1988 S.C. Airports Conference which was designed to give complete answers to questions concerning today's aviators and airports.

Q. Can AIP entitlement money be transferred from airport to airport or from state to state?

A. AIP entitlement money can be transferred between primary airports within the same state but not between states (with the exception of metropolitan areas falling into two or more states.) Sponsors giving up money and those receiving it must both be in agreement with the transfer of funds. Sponsors are not allowed to place conditions on the transfer of AIP monies.

Q. What can be done about deer on airports?

A. Unfortunately, there is no inexpensive solution to this problem. Since most deer on airports are foraging, probably one of the least expensive solutions is to eliminate possible food sources. Deer also need cover, so elimination of trees and other vegetation has some benefit. Fencing is also an answer, but an expensive one. Single chain-link fencing should be 8 to 10 feet high to stop deer from leaping over it. Wildlife experts advise that the most effective fencing is a double fence, i.e., two fences separated by a predetermined distance. If a deer is able to leap the first fence, it does not have sufficient running room to build up speed to leap the second.

Q. Where are the new passen-

ger terminal buildings been constructed during the past several years?

A. Raleigh-Durham, N.C. (American Airlines); Louisville, KY; Nashville, TN; Gulfport, MS; San Juan, PR; Fort Lauderdale, FL; West Palm Beach, FL; Tupelo, MS; Mobile, AL.

New terminals are under construction at: Wilmington, NC; Sarasota, FL; Melbourne, FL; Tallahassee, FL; Pensacola, FL.

Major terminal expansions were either completed or are under construction at: Atlanta/Hartsfield (international concourse); Charlotte, NC; Savannah, GA; Greenville-Spartanburg, SC; Fayetteville, NC; Rocky Mount, NC; Cincinnati (Covington, KY); Miami, FL; Tampa, FL; Orlando, FL.

Human Behavior: The Main Cause of Accidents

The following is excerpted from an FAA publication produced by the Accident Prevention Program. For more information call your nearest FSDO office.

Most aircraft accidents are highly preventable. Many of them have one factor in common: They were precipitated by some human failing rather than some mechanical malfunction.

Pilots who lived through accidents generally knew what had gone wrong. They were often aware of the hazards at the time they elected the "wrong" course of action, but in the interest of expediency, cost saving, self-gratification,

or similar irrelevant factors the wrong course of action was nevertheless selected.

It is a well-established fact that our emotional makeup is largely responsible for the accidents we get into. Few of us are mentally ill, but not many of us are perfectly balanced either. The list was assembled as a result of an international study on accident proneness.

The following are a few traits frequently found among people considered quite normal, but perhaps accident prone, are: The selfish, self-centered, or id-directed person. The highly competitive person. The over-confident, self-as-

sertive person. The people who exhibit the personality characteristics commonly associated with immaturity.

Some traits found in good accident risk personalities are: The well-balanced person. The mature and the well-controlled person.

You need not be a genius to be safe. You merely have to be an emotionally stable individual and accept the notion that you are not in possession of all the facts for all situations and be willing to accept the recommendations of those who specialize in evaluating, assessing and administering aviation procedures.



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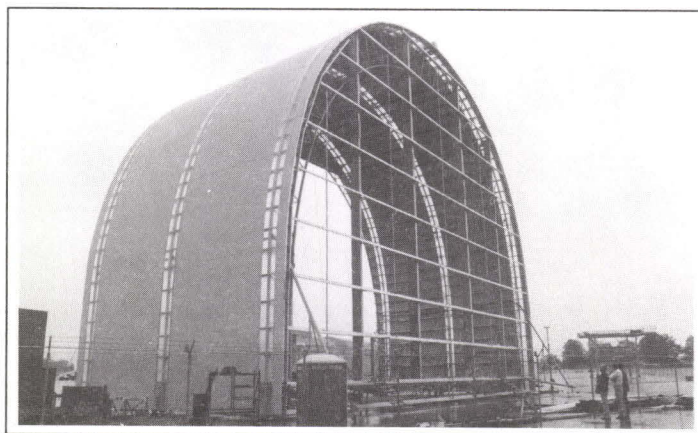
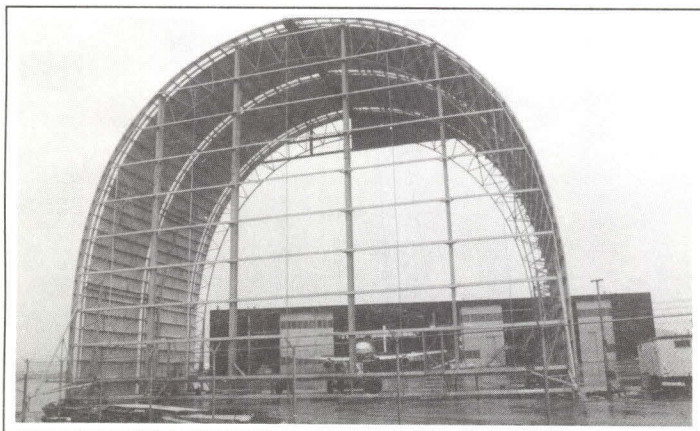
This Month...

Inside Palmetto Aviation

- Warbirds scramble at the scramble
- Air shows and fly-ins are coming!
- Recreational pilots license approved

... and much, much more!

Australian-Designed Hangar Fits into Donaldson Center's Scheme



Have you been to Donaldson Center lately? If not, you may want to visit soon. This unique hangar facility was specially designed by an Australian engineering firm for Lockheed's utilization. According to John Ferguson, of Donaldson Center, the hangar was built flat, pushed into the present U-shape, then braced with cross sections. The result is an impressive engineering design which is functional, practical and completely moveable.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.